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[a995]

BRITISH POLICE STATION
RAIDED.

PIRATICAL ATTACK AT CHEUNG-CHAU.

THREE INDIAN CONSTABLES KILLED.

One of the most daring outrages which has been perpetrated since the British occupation of the New Territories was committed on Monday night at Cheung-Chau, the large island about ten or twelve miles from Victoria, more popularly known as Dumb-Bell Island, a band of pirates landing in the dead of night and, armed with rifles and other weapons, attacking the practically defenceless police station, killing three Indian constables, overawing the two Chinese detectives, pillaging the station, breaking open the safe and making off with money amounting to about \$1,000 representing Government revenue from land rents and harbour dues.

The news of this daring attack was brought to Hongkong just after seven o'clock yesterday morning, when the police boat arrived from Cheung-Chau and reported that the station had been attacked overnight by a band of men, which is supposed to have numbered somewhere about fifty. Immediately, a police launch was despatched to the scene, with Mr. King, Assistant Superintendent of Police, Inspector Kerr and others on board, while it is understood that another launch proceeded to Tai O, lest that place might also have suffered in the same way.

At the time of writing the details of the occurrence to hand are very meagre, but all that is known is summed up in the following statement.

As the station at Cheung-Chau is only accessible after nine o'clock at night from the sea, the big Chinese door at the rear of the station being closed, it is certain that the pirates must have approached from the sea, either in a junk or in small boats. It may have been that the men had been lying there for a day or two waiting their opportunity. At any rate, it is most likely that when they made their attack they found the Indian constable doing charge-room duty sitting on the bamboo wharf which leads up to the station. The Indian sitting just outside the charge-room would have the charge-room and the interior of the station in view. Once the pirates had accounted for him, they would have the whole station completely at their mercy, as the European Sergeant and his wife (Sergeant and Mrs. Boulger) usually sleep during the summer months in a thatched on the hill at the rear of the station, and two married Indian police occupy a thatched behind the station. As three Indian constables were found shot dead, it may be inferred that the man on duty was shot by the miscreants, who then rushed the premises. Probably the noise brought the other Indians on the scene, only to meet with the same fate, their arms being in the charge-room. The constables being disposed of, the robbers turned their attention to the safe, and, breaking it open, secured somewhere about \$1,000, money collected for harbour dues, crown rent, licences, etc. Having secured all that they wanted, they next made certain of their escape by seizing the launch which runs between the island and Hongkong and which lies overnight at Cheung-Chau, and steaming off in a direction which at the present moment is unknown. They carried with them the shroff belonging to the station.

Needless to say, when the news became known in the Colony it created a profound sensation, and great sympathy was felt for the men who had met an untimely death at the hands of these desperadoes.

The situation at Cheung-Chau, as well as the other stations on Lamma Island, is much worse than the stations on the mainland. These are in telephonic communication with the Central Police Station and can apprise the authorities in the city of any serious happening; but not so in these isolated stations. The police headquarters at Cheung-Chau were never designed for a police station, being simply some old Chinese building converted for the purpose. It is worth noting in this connection that the island represents one of the wealthiest stations in the New Territories, the revenue drawn by the Government amounting to over \$40,000 a year. As is known, it is the centre of a large fishing and shrimping industry and possesses one or two distilleries. Of late years the island has become popular not only among bathing and shooting parties, but has developed into a missionary health resort, there being some 22 missionary houses on the island, while this summer the Y.M.C.A. have established a holiday camp there.

The police force at Cheung-Chau consists of one European sergeant, four Indian police, two Chinese detectives one interpreter and one shroff.

Later information is to the effect that, at 10.30 on Monday night Cheung Chau police station was attacked from all four sides at once by a band of robbers variously estimated at 50 or more, carrying the place with an impetuous rush. The Indian constable on duty at the wharf was shot down, and the Indian sergeant who came along on hearing the noise met with a similar fate. A third Indian was encountered by the robbers, who shot him dead also. Then they seized the shroff and proceeded to smash the safe, using a big hammer. They soon got at the contents, which are believed to have been over \$1,000. The entire station was ransacked, books and other articles being scattered about, and all the revolvers and carbines, with a box of ammunition, were removed, even the revolvers being stripped from the dead Indians. Simultaneously with the attack on the station a band raided a large pawnshop and practically stripped it of all valuables, taking away jewellery and clothing and other articles to the value of \$4,000 or \$5,000. Another gang entered a grocer's shop and carried off the safe from there with its contents amounting to \$800. The raid was carried out on a most extensive scale and must have been carefully planned. The fact that these operations could be undertaken at the same time indicates that a considerable body of men must have been engaged in the attack.

The escape of Sergeant Boulger and his wife was remarkable. When the sergeant heard the noise he came downhill from the thatched, but was fired at point blank by a number of the pirates, who however missed him. Seeing that he was so hopelessly outnumbered the officer did not proceed further.

The robberies on the island itself did not exhaust the activities of the unwellcome visitors. They took possession of the launch *Lee Tuk*, which was lying alongside the *Hoi Yuen*, and disabled the engines of the latter so that she should not be able to follow. Moreover, they took the crew of the *Hoi Yuen* and placed them on board the *Lee Tuk*, the crew of this launch being batted down under hatches. The band then left the island on the *Lee Tuk* and proceeded, so it is understood, to Colowan, taking with them the shroff. About an hour's sailing distance from Colowan they deserted the launch for a junk, probably their own, which they had taken in tow. Then they released the shroff who came back on the launch *Lee Tuk*.

The Hongkong Government informed the Portuguese authorities at Macao of the occurrence and of the departure of the pirates in the direction of Colowan. It was reported that the *Janna* was ready to proceed to the locality, but apparently it was not deemed necessary to despatch her.

The pirates were, well armed, having modern rifles and revolvers. During the firing which took place on the island they shot, accidentally most likely, two of their own men. The floating population was thrown into great alarm, and most of the small craft hurried from the anchorage.

The bodies of the three Indians, which were riddled with bullets, were brought to Hongkong yesterday afternoon.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council is called for to-morrow. The orders of the day are:

First reading of a Bill entitled, "An Ordinance to amend the Larceny Ordinance, 1885."

First reading of a Bill entitled, "An Ordinance for the further relief of Innkeepers."

First reading of a Bill entitled, "An Ordinance further to amend the Magistrates Ordinance, 1890."

First reading of a Bill entitled, "An Ordinance further to amend the Liquors Consolidation Ordinance, 1911."

First reading of a Bill entitled, "An Ordinance to amend the Post Office Ordinance, 1906."

First reading of a Bill entitled, "An Ordinance to make provision for the appointment of and to define the powers of the Crown Solicitors of the Colony."

First reading of a Bill entitled, "An Ordinance for effecting the final revision and amendment of the Ordinances of the Colony from 1844 to 1912 inclusive before incorporating them in the New Revised Edition of the Laws of the Colony."

Committee on the Bill entitled, "An Ordinance to make provision for the reconstitution of the Full Court."

Second reading of the Bill entitled, "An Ordinance to amend and consolidate the Law relating to 'Chinese Passenger Ships' as defined by the Chinese Passengers Act, 1855, and concerning Asiatic Emigrants generally."

Second reading of the Bill entitled, "An Ordinance to amend the Tramway Ordinance, 1902."

* Will not be proceeded with at this meeting.

HAMBURG LETTER.

(SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS.")

July 26th.

THE SHIPPING TRADE.

The report of the Verein Hamburger Rheeder (shipowners) for the year ending June 30th contains little that is really new. It confirms the general improvement in the shipping trade and the advance in rates, whilst regretting that the increase in the working expenses owing to the coal strike in Great Britain and the rise in wages everywhere have absorbed a large part of the profit. As long as the present activity lasts, and it looks as if it were going to continue for some time to come, it may not be felt so much, but in times of depression the enhanced cost of working ships will tell heavily and with the large amount of new tonnage that is being steadily turned out an over-supply of freight-room and lower rates are bound to come sooner or later.

The year under review has been a satisfactory one to the shipping trade and the outlook is still promising. The passenger traffic has remained on a par with that of the previous twelve months, without, however, reaching the figures of 1906-7, but it should be remembered that, being subject to so many outside influences, it cannot be expected to advance in the same steady manner the goods traffic has done. The recent refusal of the Imperial Government to license a new emigrant service from the port of Emden to the United States has therefore been received with satisfaction; it is alleged that to sanction competition for purely local reasons with the two great lines (the Hamburg-American and the Norddeutsche Lloyd), to whose rapid and brilliant development is due the high position Germany has attained in the maritime world, would be unpatriotic and shortsighted, and that Rhineland and Westphalia, on whose exports Emden would chiefly have to rely, produce mostly heavy goods, such as iron, steel, coal, etc., which are not shipped to the States in large quantities.

The tramp lines can for the first time for many years look back upon twelve months of prosperity, freights having been very remunerative, particularly during the first part of it; afterwards the labour troubles in Great Britain, which, besides causing an increase in the cost of fuel, condemned many steamers to idleness in British and other ports, and the political disturbances in the near East, in consequence of which many charters had to be cancelled, affected rates unfavourably.

Sailing vessels have also done better, although they, too, suffered indirectly by the coal strike, having had to pay more for tugs and all work for which steam is required. There has been all along a brisk demand for sailing tonnage for coal to the east and west coasts of South America, and for homeward bound ships in the northern ports for grain, and in the Chilean ones for nitrate of soda. A lively inquiry was likewise experienced in Australia owing to the abundant crops of all kinds. A difficulty sailing vessels have to contend with is the high marine insurance premium now asked and which underwriters do not seem inclined to reduce.

The introduction of a uniform B/L, which I mentioned some time ago, is referred to with satisfaction, although some of the clauses, it is said, will require revision from a shipowner's standpoint.

The negotiations pending with regard to a new insurance policy, are, it is stated, not progressing altogether satisfactorily, for although the association of underwriters have expressed their willingness to meet the insurers on some points, particularly on such as the Chamber of Commerce had declared to require amending, they remain obdurate on others, either refusing to make any concessions whatever or giving vague promises.

The labour troubles in the Hamburg docks are then touched upon and a comparative table of the new rates of wages and the old ones is added, into which, however, I need not enter, as I have already dealt with the subject in one of my recent despatches.

Regret is expressed at the news received, just as the report was going to press, of the Burgerschaft having adopted the report of the Commissioners appointed to consider the proposed increase in the harbour and tonnage dues in favour of the scheme. It is all the more to be deplored, as the state of the finances of the republic are such, according to the last official statements as to require no fresh sources of revenue. It is hoped that when the bill itself comes up for discussion the economies to be effected in the administration of the quay, as recommended by the commission, will receive careful attention and an increase in the dues be deemed unnecessary.

The new navigation dues enacted by the Reichstag last autumn do not find favour with the author of the report, in spite of the important amendments admitted to have been made during the passage of the bill. One of the chief objections seems to

be the extreme limitation of the powers of the non-official members of the river conservancy boards, another of a more local nature being the further handicapping of the traffic on the river Elbe by the new impost. It is maintained that, considering the urgent necessity of further regulations of the course of the river and the advantages accruing therefrom to the port, a broader view should have been taken by the authorities and less anxiety manifested to provide for the cost beforehand.

The Titanic disaster and the proposals of the London conference regarding international legislation for the purpose of insuring greater safety at sea are also dealt with; then questions of the maintenance of discipline on board ship, of the jurisdiction of the German consular courts abroad, etc., and other matters of more local importance are touched upon, which, however, do not appear of sufficient general interest to find a place in your columns.

BILLS OF EXCHANGE.
The international conference on the unification of the laws on bills of exchange which has been sitting at The Hague since June 15th was closed the day before yesterday; an agreement bearing on the introduction of an international code of laws was signed by the representatives of twenty States, amongst which were those of Germany, France, Austria-Hungary, etc. Great Britain seems to withhold its adhesion so far.

ANGLO-GERMAN LITIGATION.
The Chamber of Commerce of Berlin had at the suggestion of the Anglo-German section of the London Chamber caused an exhaustive exposé to be drawn up on the present mode of procedure in cases of legal actions between inhabitants of the two countries. This was published at the beginning of May, and contains a series of proposals for its simplification whilst recommending the convening of a meeting of delegates, legal and commercial, for further dealing with the subject. The Berlin Chamber has now received a communication from that of London stating that the Anglo-German section, fully approving of the exposé and the recommendations it contains, has requested them to express to the Berlin Chamber their earnest desire to co-operate with them in furtherance of the object and a wish that the two Governments may be prevailed upon to lend their support.

THE OUTRAGE IN HONAN.

ASSEMBLY ATTACKED BY BRIGADES.

The Peking correspondent of the *N.Y. Daily News* gives the following account of the recent outrages in Honan:—

After an absence of ten days, Dr. Douglas Gray has returned from Honan, whence he brings an interesting account of the extraordinary attack upon the Assembly, reported to have taken place at the end of July. Over a dozen men were dangerously wounded by revolver bullets, although strangely enough none were killed. Many were badly bruised and cut in the effort to escape the murderous fire poured upon them. All are now on a fair way to recovery, except one whom Dr. Gray has brought back to Peking for medical care.

The Honan Provincial Assembly sits at Kaifeng, the capital of the province, and on the occasion of this exciting event over twenty members were gathered together, gravely discussing affairs of state. The building is situated in a large compound, surrounded by the houses of the city, while the hall is rectangular with doors at each end. The seats are arranged lengthways facing the rostrum of the president. On the forenoon in question, the Assembly was expecting the Tutuh, and when two men arrived and told the sentries at the door of the building that the great man was coming, their appearance was regarded as quite natural. Suddenly four or five men dashed in from outside, ran to one of the doors of the Assembly Hall and began firing into the midst of the members. The sentries rushed to see what the trouble was, but one of them was immediately shot, and the other wisely bolted.

A RUSH FOR SAFETY.

The scene in the hall was indescribable, for half a dozen men with large revolvers were busily firing their weapons into the crowd of men who were wildly tumbling over chairs and tables in their efforts to reach the opposite door. Many fell wounded, but the remainder rushed outside and across the compound with the object of escaping over the wall, still followed by a murderous fusillade. The hall was emptied in a few seconds and the miscreants appeared to be satisfied, for they decamped without further ado. The President had a narrow escape, for upon being fired at he dropped below his desk, leaving a shower of bullets to pass overhead and make a remarkable pattern on the white wall behind him. Several members were wounded in two places and all may be said to have narrowly escaped with their lives.

Although a large reward has been offered for the apprehension of the assassins, no clue to their identity has been discovered in the fortnight that has elapsed since the outrage. They were dressed like ordinary citizens, and had no distinctive mark, nor were any of them recognized by members of the Assembly or by the attendants. They have disappeared as they came suddenly and mysteriously as they came.

The view has been expressed that the whole affair was engineered by the Tutuh, with the object of getting rid of the Assembly, but Dr. Gray disposes of this theory by declaring that a connection between the Tutuh, who is a connection of Yuan Shih-kai's, and that there were no and are excellent and that the Assembly members of the Assembly were mostly old-fashioned Chinese, unconnected with the revolutionary movement, while the assassins used heavy old six-shooters, which do not suggest a revolutionary plot. Inquiries are still being busily prosecuted, and an explanation of this strange affair is awaited with interest. But before and after the event the city was perfectly quiet and orderly.

"BLESSED BE SNOBBERY."

MR. LUTHER MUNDAY AND HIS SOCIAL VIEWS.

In a very few days from now the devotees of society are likely to be considerably flattered by a remarkable book from a remarkable man. One must not, of course, discount beforehand certain cheerily authentic anecdotes which will be found enlivening the pages of "A Chronicle of Friendships," as the volume is to be called.

Enough that its author is known and respected by a wider and more varied circle of distinguished friends—real friends!—than possibly any living man who was not born to a fortune himself, nor achieved it, nor had it thrust upon him.

This is Mr. Luther Munday, who has been many things in his time, but can be best explained to the outer world as the creator of the modern social club. In little more than 20 years Mr. Munday has been founder, organiser, owner, chairman or on the committee of more than 40 clubs.

In connection with these he has organised no fewer than 600 social gatherings and entertainments, at which 1,200 of the most famous players and singers of the day have appeared "for love." Whether at the famous Lyric club, which he guided through its dazzling career from 1890 onwards, or at the Green Park Club, at which he afterwards "blended the duties of Beau Nash and Mrs. Grundy," or at the present Manor House Club, which he calls his "swansong of club organisation," there is hardly a member of our aristocracy of any activity at all who has not come across Mr. Luther Munday—and been the better for it.

VARIED FRIENDSHIPS.
It is significant that nearly 1,000 names of eminent folk he has personally met appear in this book of his. This is only a fraction of the real number—only those of whom he has a good story to tell. They range from Queen Victoria to Cornely Grain, from Wagner and Ruskin to Sandow and Chevalier, from the poetess Gladstone to Ada Menckon, the poetess circus rider, and Arthur Roberts, from Dean Church and Canon Liddon to Buffalo Bill and H. M. Stanley, from Robert Browning and Cecil Rhodes to Zola and Ouida, Bernhardt and Melba.

As a matter of fact Mr. Luther Munday has been many other things before and beside his experiences as a club manager. He has been a tramp in London, a sailor before the mast, a member of the Thames Police and the London Fire Brigade. He has been a singer in the choir of St. Paul's Cathedral and a holder of the now abolished post of chairman at a music-hall. He has been a coffee planter in Ceylon, and manager of Robert Browning and Cecil Rhodes to Zola and Ouida, Bernhardt and Melba.

Above all, he has been, and is still, a philosopher—with a cherry, human philosophy of his own, which pervades both the book and the man. It was this philosophy that a *Daily Chronicle* representative talked over with him in the rose-grown country cottage in Berkshire, where, like a true philosopher, he has at last chosen to live, on the edge of the highest and fairest village-green: ever trodden by goose or pig.

Roughly, this philosophy may be translated into three words. "Blessed be snobbery!" It is as a dauntless optimist that Mr. Luther Munday proudly and frankly confesses himself a "snob by conviction."

ADVANTAGES OF SNOBBERY.
"What I mean is this," he said, "that I have knocked about a good deal, and I have met all sorts of folk, of all classes, from royalties to tramps, and what seems to me one of the best things in the world is the unofficial organisation that exists, particularly in English society, and finds an expression in what I may call club-law."

"After all, 'snobbery' is only a bad name given for hanging purposes. To me true snobbery is a really fine thing. It gives a man ambition, it teaches him to be straight and clean, to have a cold bath every morning, to respect achievement, to face difficulties with courage, and disasters with cheerfulness, to keep his own self-esteem, and to help others to keep theirs. I would set it down that if a man is barred as a 'rotter' at a good club, he probably is one."

"To me snobbery is just a way in which our national common sense balances the wrongs and injustices that must abound in every form of public and officialised government. Although Parliament is public enough, our country is really ruled by all sorts of unknown influences centred by all sorts of unknown influences centred in the Cabinet, whose meetings are secret and unreported. In this way a club's definite printed rules are really useless. Any law that is set down in black and white can be evaded if only a man is clever enough. But an unwritten law can never be invaded."

"Another great thing about club-law is that it can dare to be illogical. Every club would anything must be at once a democracy and a despotism, and good blended by tact, common sense, and good heartedness—a state of affairs that can never be brought about by any cast-iron officialisation."

BETTER THAN DOLLAR WORSHIP.
"And this club-law is just the law of snobbery—the law that shuts out the boaster and the charlatan from 'good men's' feasts'—by sheer man-to-man instinct, however much they keep within laws of a more definite sort. Of course, it has nothing really to do with birth, except in so far as birth generally means breeding. But taking things all round, I would much prefer our English snobbery to the reverence for the particular breed of man typified in an English gentleman to the dollar-worship of America or to some other substitute."

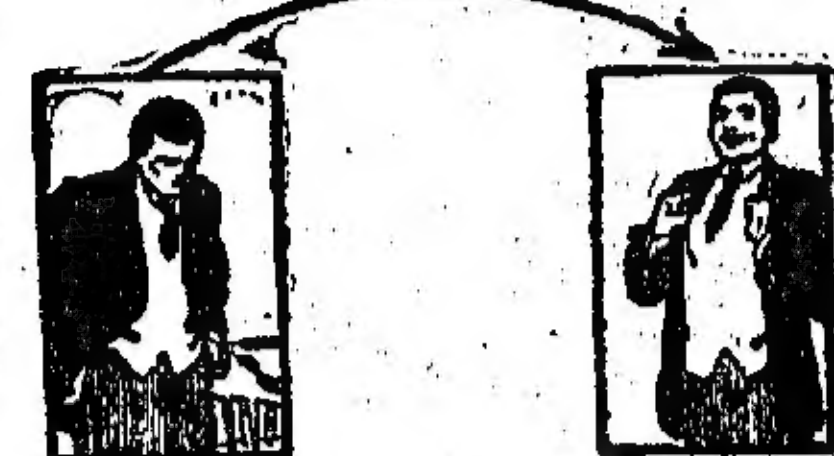
"I don't think, in its essence, it need have anything to do with class. Class hatred seems to me as needless as it is regrettable. Personally, I am not in the slightest degree ashamed of the fact that I am the son of a poor schoolmaster, that I never went to a public school or to a university, and that I have had some

hard tussles with poverty. But I will confess that there does seem to me a certain spirit and discipline underlying the organisation of the 'privileged classes' that is altogether excellent. Somehow one does not find it in anything like the same degree elsewhere. I have known, for instance, of some unforgettable conspiracies of kindness towards myself among people who would be looked upon as utter 'snobs.' But the sterner purposes of 'snobbery' are, to my mind, no less useful."

INTIMATIONS

JOHNSTONE'S

M.P.



"The effects of bad Whisky" "After effects of M.P."

OBTAINABLE EVERYWHERE.

H. RUTTONJEE
& SON,

WINE & SPIRIT MERCHANTS.

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Always have on hand a very large complete stock of

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SURVEYING INSTRUMENTS

Transits, Levels, Plane Tables, Prismatic and
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DRAWING INSTRUMENTS
AND MATERIAL(T Squares, Set Squares, Straight Edges,
Scales, Inks, &c., &c.)

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GUESSWORKBY USING
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SCIENTIFIC
APPLIANCES

in testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardise it by using incorrect lenses or ill-fitting frames. We are competent professionally, and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

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SCIENTIFIC OPTICIANS
WORK BLODS, CHATEAU RD.
& HONGKONG.

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NEW ADVERTISEMENTS

NOTICE.

MR. W. LOGAN having resigned his appointment with this Company as from the 15th June, 1912. We hereby Give Notice that his Power of Attorney is withdrawn.

DAVID SASSOON & Co., Ltd.
Hongkong, 20th August, 1912. [1004]

IN THE SUPREME COURT OF HONGKONG.

SUMMARY JURISDICTION.

In the Matter of TRADE MARKS Nos. 74, 75 and 76 of 1903,
and
In the Matter of the TRADE MARKS ORDINANCE, 1909.

IT IS HEREBY NOTIFIED that the FISHER FLOURING MILLS COMPANY have on the 9th day of August, 1912, applied to the Court under Section 37 of the above-mentioned Ordinance for an order that the Register of Trade Marks kept under the said Ordinance may be rectified by the removal of the marks therein registered by the CHINESE AMERICAN COMMERCIAL COMPANY for Class 42 and numbered 74, 75 and 76 of 1903 and that the application will be heard on the 24th day of August, 1912.

Dated the 20th day of August, 1912.
DENNIS & BOWLEY,
Solicitors for the
FISHER FLOURING MILLS COMPANY.
[1005]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON,"
Arrived Hongkong on 20th August, 1912.
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godown at Kowloon, where each Consignment will be retied out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GORDON and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 20th August, 1912. [1]

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half-Year ending 30th June, 1912, at the Rate of TWO POUNDS STERLING Per Share of \$125 is Payable on and after MONDAY, the 19th August, Current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Board of Directors,
N. J. STABB,
Chief Manager.
Hongkong, 17th August, 1912. [1001]

WANTED IMMEDIATELY.

A SHIP'S DOCTOR.

Apply to—
Box 100,
Care of "Daily Press" Office.
Hongkong, 20th August, 1912. [1003]

ROYAL GEORGE HOTEL,

ELGIN ROAD, KOWLOON.

A RESIDENTS' BAR has been specially fitted up for the use of residents in order to meet the wishes of Customers who prefer the quietness and comfort which such a bar gives in contrast to a Public Bar.

Both the Residents' and Public Bar are stocked with the best of Wines and Liquors, directly imported for our exclusive use, and this enables us to supply at the cheapest rates.

M. J. NATHAN,
Manager.
Kowloon, 17th August, 1912. [999]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

[423]

AUCTION

PUBLIC AUCTION.

BY ORDER OF THE EXECUTORS
OF THE
WILL OF THE LATE MR. H. N. COOPER,
THE
VERY VALUABLE LEASEHOLD
PROPERTIES
Situate and being
Nos. 2, 4, 6, 8, 10, and 12, Mosque Street,
VICTORIA, HONGKONG,
to be sold by
PUBLIC AUCTION
on
FRIDAY,
the 30th day of August, 1912, at 12 o'clock
Noon
IN SIX LOTS,
by
Messrs. HUGHES & HOUGH,
Auctioneers,
At their Auction Rooms, at No. 8
Des Vaux Road, Central.

The Properties consist of:—
Lot 1.—The piece of ground and premises thereon known as No. 12, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and registered in the Land Office as SUBSECTION 2 OF SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 1 OF SECTION B OF INLAND LOT No. 58.
Total Area, 2,054 square feet or thereabouts.
Proportion of Crown Rent, \$4.00 per annum.

Lot 2.—The piece of ground and premises thereon known as No. 10, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SUBSECTION 1 OF SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 2 OF SECTION B OF INLAND LOT No. 58.
Total Area, 2,119 square feet or thereabouts.
Proportion of Crown Rent, \$1.12 per annum.

Lot 3.—The piece of ground and premises thereon known as No. 8, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION A OF SUBSECTION 3 OF SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 3 OF SECTION B OF INLAND LOT No. 58.
Total area, 2,187 square feet or thereabouts.
Proportion of Crown Rent, \$1.13 per annum.

Lot 4.—The piece of ground and premises thereon known as No. 6, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SECTION B OF SUBSECTION 3 OF SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 4 OF SECTION B OF INLAND LOT No. 58.
Total Area, 2,190 square feet or thereabouts.
Proportion of Crown Rent, \$1.29 per annum.

Lot 5.—The piece of ground and premises thereon known as No. 4, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SECTION C OF SUBSECTION 3 OF SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 5 OF SECTION B OF INLAND LOT No. 58.
Total Area, 2,168 square feet or thereabouts.
Proportion of Crown Rent, \$1.28 per annum.

Lot 6.—The piece of ground and premises thereon known as No. 2, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as THE REMAINING PORTION OF SUBSECTION 3 (OR THE REMAINING PORTION) OF SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B OF INLAND LOT No. 58.
Total Area, 2,851 square feet or thereabouts.
Proportion of Crown Rent, \$1.63 per annum.

The Properties are sold subject to the right of way of adjoining owners along the basement floors on the south side thereof.

The Sale Plan showing the above mentioned Lots may be inspected before the Sale either at the Office of Messrs. DEACON, LOOKER & DEACON, 1, Des Vaux Road, Central, Vendors' Solicitors, or at the Office of Messrs. HUGHES & HOUGH, The Auctioneers.

Hongkong, 7th August, 1912. [968]

INTIMATIONS

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TELEPHONE 97.

FURNITURE DEPT.

NOW SHOWING

ALL BRASS ARABIAN and FOUR POST BEDSTEADS.

CHAIN, BOX SPRING and HAIR MATTRESSES.

BLACK and BRASS BEDSTEADS.

TEAKWOOD BEDSTEADS.

HOSPITAL BEDSTEADS.

and

CHILDREN'S COTS.

LANE, CRAWFORD & Co.

FOR SALE

FOR SALE OR TO LET.
Furnished or Unfurnished.

"LEWKNOR," No. 116, The PEAK.
Possession October 16th, 1912.
Full Particulars of Price or Rent can be obtained from—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors,
Princes' Buildings, 10a Horse Street.
Hongkong, 14th August, 1912. [993]

TO BE SOLD.

AT THE PEAK.

HOUSES and a BUILDING SITE.
Dennis & Bowley,
Solicitors,
2, Connaught Road Central.
Hongkong, 13th August, 1912. [982]

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SUGAR CURED

BREAKFAST BACON.

Absolutely the best obtainable.

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DAIRY FARM CO., LTD.

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GRACA & CO.

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CARDS, FLOWER SEEDS,

CIGARS, BOOKS, TOYS, &c.

Just Received a Fine Selection of

BABY DOLLS

WITH

CHINESE DRESSES.

[868]

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be Closed at 6.30 P.M. every day, commencing from 13th August, to 13th September, for 1 Month only, owing to our Fastings Holidays.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central,
Corner of Zetland Street, Hongkong.
Hongkong, 13th August, 1912. [50]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,650,000
RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 12th April, 1912. [133]

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... £1,250,000
PAID UP ... £625,000
RESERVE FUND ... £625,000

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Bombay, Calcutta, Ceylon, Hongkong, Madras, Manila, Penang, Rangoon, Singapore, Suez, Tientsin, Yokohama.

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Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Contributors. Letters of Credit granted on Agents and Correspondents all over the world.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,
Manager.
Hongkong, 29th March, 1912. [909]

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(NEDERLANDSche INDIA COMMERCIAL BANK.)

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Reserve Fund FL 5,022,161,27 (£418,513)

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HEAD AGENT: BATAVIA.

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THE WILLIAMS DEACONS BANK,
SWISS BANK CORP.

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THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balance and accepts Fixed Deposits at the following rates:—
12 months 4 1/2 per cent.
6 do. 3 1/2 do.
3 do. 3 do.

E. J. H. VAN DER LINDEN, Acting Manager,
No. 8, Des Vaux Road Central.
Hongkong, 7th August, 1912. [22]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL.....Yen 40,000,000
PAID-UP CAPITAL.....Yen 30,000,000
RESERVE FUND.....Yen 17,500,000

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Amoy, Canton, Hankow, Harbin, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Singapore, Suez, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI,
Manager.
Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS—
STERLING ... \$1,500,000 at 2 1/2%—\$15,000,000
SILVER ... \$17,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

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CHIEF MANAGER:
Hongkong—N. J. STABB.

ACTING MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABB,
Chief Manager.
Hongkong, 19th August, 1912. [19]

ENTERTAINMENT

THEATRE ROYAL.

COMMENCING

MONDAY, AUGUST 26th, 1912.

MAURICE E. BANDMANN

PRESENTS THE

BANDMANN OPERA CO.

MONDAY, 26th August:

"THE MOUSME."

TUESDAY, 27th August:

"THE COUNT OF LUXEMBOURG."

WEDNESDAY, 28th August:

"PEGGY."

THURSDAY, 29th August:

"OUR MISS GIBBS."

FRIDAY, 30th August:

"THE ARCADIAN."

Prices ... \$3.50, \$2 and \$1.

Commence 9 P.M. sharp.

Plan of Seats Now Open at MOUTRIE'S.
Hongkong, 12th August, 1912. [983]

TO LET

TO LET.

ON SHAMSHEN, BRITISH CONCESSION.

SIX ROOMS and LARGE OFFICES,
recently in occupation of Standard Oil.
Best business situation.
Apply to—
T. E. GRIFFITH,
Canton.
Canton, 3rd August, 1912. [966]

TO LET.

"GREENMOUNT," situated at 18, BONHAM ROAD. Newly renovated and comfortable for a suitable Residence. Nice View of the Harbour and Adjacent Islands. Reasonable Rent.
Apply—
No. 4, RIFON TERRACE,
Bonham Road.
Hongkong, 10th August, 1912. [980]

TO LET.

LARGE SUBSTANTIALLY-BUILT GODOWN, situated on Water Front East Point.
For further particulars apply Property Office, JARDINE, MATHESON & Co., Ltd.
Hongkong, 15th August, 1912. [995]

TO LET.

SHOP with GODOWN attached, Nathan Road, Kowloon.

KOWLOON MARINE LOT No. 48 with WEARE.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.
Hongkong, 15th August, 1912. [869]

TO LET.

ON 2ND FLOOR, No. 2, PEDDER STREET, ONE-BEDROOMED OFFICE.
Apply Property Office, JARDINE, MATHESON & Co., Ltd.
Hongkong, 23rd May, 1912. [733]

TO LET.

No. 12, BEACONSFIELD ARCADE, First Floor.

No. 13, BEACONSFIELD ARCADE, First Floor.

No. 19, SHELLEY STREET, "THE CASTLE," Castle Road, 9 Rooms, from 1st September, 1912, thoroughly repaired, painted and colourwashed.

LARGE ROOMS, Central Position, Cheap Rent.

A SMALL GODOWN in Duddell Street (Godown D).

"ROGATE" Austin Road, Kowloon, from 1st April.

For Sale, "HARTING and ROGATE" on part of Kowloon Inland Lot No. 1154.

Apply to— LINSTAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 17th August, 1912. [122]

TO LET.

OFFICES in KING'S BUILDING.

Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st August, 1912. [121]

TO BE LET.

SHOPS and OFFICES, IN ALEXANDRA BUILDINGS.

Apply—

A. S. WATSON & Co., LTD.,
Alexandra Buildings.

Hongkong, 22nd May, 1912. [123]

TO LET.

COMFORTABLE FLATS in Kowloon, Furnished or Unfurnished, Electric Light and Water, Rents from \$25 to \$40.00 for unfurnished.

Apply—
H. BUTTONEE,
Care of ROYAL GEORGE HOTEL.
Hongkong, 17th August, 1912. [1000]



NAPIER JOHNSTONES

"SQUARE BOTTLE"

WHISKY.

UNVALUED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

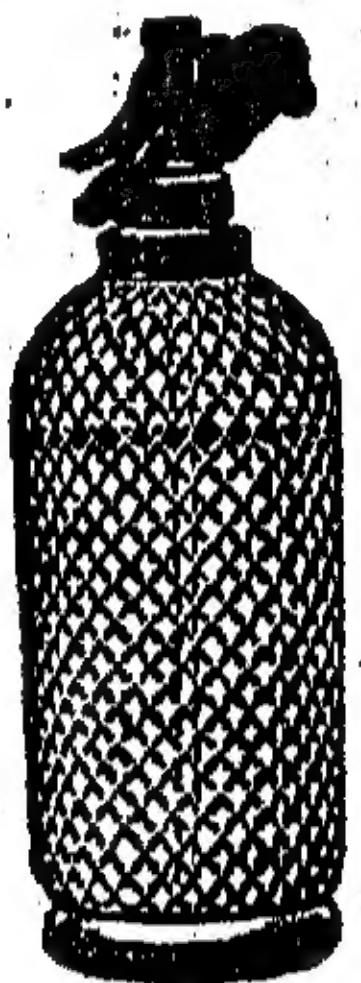
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BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG
IANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

[62]

士通力汽水

HOME-MADE
MINERAL WATERS
—BETTER THAN
FACTORY-MADE.Why continue purchasing
factory-made Mineral
Waters? Make your
own Mineral Waters at
home at a cost of 50 cents
a dozen. Then you know
the water is pure, and
contains no disease germs.
With the

"PRANA"

SPARKLET SYPHON

and a dozen Bubbles you can make a dozen
Syphons of delicious Mineral Water, and the
cost is less than if you buy factory-made
Mineral Water. All Chemists and Grocers sell
"PRANA" SPARKLET SYPHONS AND BULBS.Price of
SYPHON \$2 each. BULBS 50 cts. per box.
WHOLESALE PRICE:—
SYPHON per doz. ... \$16.00 F.O.B.
BULBS per doz. boxes ... \$8.00 F.O.B.

KWONG SANG HONG, LTD.,

WHOLESALE AGENTS,
246 and 248, Des Voeux Road, Central,
HONGKONG.行發總
行生廣港香
公司限有

THE REPUBLIC OF CHINA.

CONDITIONS IN CANTON.

Combating certain pessimistic comments on the outlook in China, the *Peking Daily News* says: "As to the mutinous movements of the troops, we know for certain that no mutiny of the soldiers has occurred in Peking other than that at the end of February last. Though there was some fighting against Wong Woshun and his followers in Canton, which had caused much apprehension on the part of the Hongkong Government, the trouble was soon over, and Kwangtung province is rapidly being restored to its normal condition. The fact that the province has recently contributed over a million taels towards supporting the Central Government belies the assertion that the outlook there had caused much anxiety, and the fact that the Tuhui and the Provincial Assembly in Canton willingly submitted their disputes to the arbitration of Peking and abided by its decision refutes the rumour once so persistently circulated that Kwangtung was contemplating independence, to be followed by other provinces in the south."

THE LOAN QUESTION.

On this question our Peking contemporary makes the following remarks:—Perhaps the influential group of bankers would have done well to furnish the huge loan to China without exacting from her the unbearably stringent conditions, for they would have then won the gratitude and good feeling of the Chinese by helping them in their time of need. *The Times* may have sounded the opinion of a section of the financiers in London who did not wish to lend China any money and would not allow others to do so, by adopting the policy, as it may be more expressively put, of "sitting on the paper." After all, the real intention of these financiers, it is believed, is to accumulate as much available money in the London and Paris markets as possible with a view to securing the contract for a big loan to Russia; they are only playing a waiting game with China.

EDUCATION PROJECTS.

A Conference on Education has recently been held at Peking. At one of the meetings a Committee submitted a report recommending the establishment of "a system of professional schools," which the Conference approved. The scheme embraces the establishment of schools of law and politics, of medical science, of pharmacy, of technology, of fine arts, of music and of foreign languages. Separate schools of medical science, of fine arts and of music are recommended for girl students, though co-education will be allowed in the above institutions at the option of their authorities. Another Committee reported on Universities. A university, it was urged, should offer courses in literature, science, law, commerce, medical science, agriculture, and industry, the first two being principal courses. An institution offering courses in literature, law and commerce, or in science, medicine and agriculture will be entitled to rank as a university. Graduates of the middle schools are to be prepared for entrance into the universities to enter the university. There are articles dealing with compulsory and optional courses, the organization of managing and teaching staffs and of a council, and the provision of professorships and scholarships. The scheme was passed after much discussion.

THE NEED OF A CHINESE ALPHABET.

One of the questions discussed by the Educational Conference was the need of a Chinese alphabet, a "Bill" on the subject having been submitted by the Minister of Education. We reproduce from our Chinese contemporary in Peking the following report:—

Minister Fan Yuan-lien was present and stated his reasons for the Bill. He said that the ignorance of the Chinese was mostly due to the difficulty of their written language. Having no alphabet we have to learn the sound as well as the meaning of every word, which is a waste of time and labour. The absence of an alphabet also accounts for the variety in dialects among the masses. The same word is pronounced differently in different provinces, and the people of neighbouring cities may not understand each other in talking. Without a common spoken language, it is impossible to bring the people into close contact, and, to make a spoken language commonly understood, we must begin with the written word. The Minister requested the Conference to pay close attention to this subject. Finally, the methods of getting up a Chinese alphabet were passed as follows:—(1) In universal education the written language should be at the command of all, not the intelligent minority alone. (2) The sounds of words should be pronounced alike throughout the country. (3) To fix the sound of a word an alphabet is indispensable. (4) Scholars versed in phonetics and representative of all provincial capitals will be employed to invent or adopt a set of signs to be the alphabet. It should be simple in form and few in number. A special dictionary for using it will be published for the use of schools. The Minister further recommended the Japanese system of marking sounds by small strokes by the side of each word, to be followed by our vernacular newspapers and primary text-books, but the proposal was rejected.

PROVINCIAL OFFICIALS IN CHARGE OF FOREIGN AFFAIRS.

In Shansi there is at present only a bureau for foreign affairs, the chief of which is Mr. Chang Chiu-chung, a law graduate of Japan.

In Chekiang there is the Bureau for Foreign Affairs attached to the office of Tuhui. Dr. Hawking Yen, a graduate of the Columbia University, is now in charge of it.

There is only a Bureau of Foreign Affairs in Honan. In Shantung Messrs. Yang Cheng and Tai Hau-tung, a graduate from America, are in charge of the Foreign Affairs in the Province.

WM. POWELL, LTD.

"SAXONE" FOOT-JOY

FOR GENTLEMEN.

A FIT FOR EVERY FOOT

(EACH PAIR GUARANTEED).

BOOTS
\$11.00SHOES
\$10.00

Wm. Powell, Ltd.,

SOLE AGENTS,

SAXONE SHOE CO. LTD.

[636]

The Commissioner of Foreign Affairs in Huipei is Mr. Wu Chao-chu, a barrister-at-law, who is now on leave. Mr. Hu Chao-chung is acting for him.

There is a special department for Foreign Affairs in Kansu and also in Kwangsi. In the latter, however, Foreign Affairs are under the charge of the secretariat of the Tuhui.

The chief of the Bureau of Foreign Affairs in Kiangsu is Mr. Wen Bing-chung, who is also known by his foreign friends as B. C. Wan.

In Heilung-chiang there is a director of the Bureau of Foreign Affairs, and the present incumbent is Mr. Chang Shou-teng, a graduate of the School of Russian Language in Peking.

The Commissioner of Foreign Affairs in Kirin is Huang Yu-yu, who has been acting at that capacity since the beginning of 1910.

Mr. Su Chih-shih, a law graduate from Japan, is the Commissioner of Foreign Affairs in Hunan, while Mr. Chen An-liang, a graduate of Queen's College in Hongkong, is assisting him.

In Yunnan, the Commissioner of Foreign Affairs is Mr. Chang Yi-shu, a graduate from France and a native of Huanan.

TRADE AND COMMERCE.

(S. D. Setna & Co.'s Fortnightly Report.)

Hongkong, 18th August, 1912.

RENTAL MARKET.—During the first few days market ruled steady and sales were reported in Patna New about 40 Chests at \$4,000, Benares New 10 Chests at \$4,000, in all about 50 Chests. Latterly our market ruled weaker, and no business transpired up to yesterday, when sales were made at a decline in prices, viz., 15 Chests of Patna New at \$3,700, and 5 Chests of Benares New at \$3,650. Market at the close is rather weak. Clearances during the fortnight of about 124 Chests of Patna New, 68 Chests of Patna Old, 84 Chests of Benares New, and 54 Chests of Benares Old, in all about 290 Chests. Shipments about 25 Chests of Patna Old, and 30 Chests of Benares Old. Unsold stock, Patna New 473 Chests, Old 960 Chests, Benares New 30 Chests, and Old 404 Chests, in all about 1,817 Chests. Sold but uncleared stock, Patna New 746 Chests, Old 236 Chests, Benares New 127 Chests, and Old 223 Chests, in all about 1,351 Chests. Closing quotations:—Patna New \$3,700, Old \$3,650, Benares New \$3,750, Old \$3,650.

MAWA OIL.—Ruled steady, and sales

were reported of about 238 Chests at \$3,250 and \$4,000 per picul. Clearances during the fortnight of about 139 Chests. Unsold stock about 1,707 Chests. Uncleared stock about 716 Chests. Quotations:—Malwa New \$3,230, Old \$3,450.

CORRO.—Stock nil. Nominal quotations

\$29 and \$32.

YARN.—The Chinese, having purchased a good lot on previous period, withheld themselves from purchasing freely, only selected threads found buyers. Sale comprised:—

250 Assar	10s	125
300 Bombay Cotton	12s	131
200 China	25s	146
100 City	10s	133
100 Cooch	12s	130
100 Crescent	12s	140
100 Currimbhoy	10s	135
100 "	12s	140
250 Darn	10s	135
200 Dawn	12s	137
100 Elphinstone	10s	126
60 Exambhoy	20s	159
150 Gold Mohur	10s	153
200 "	10s	128
150 Ind-China	10s	137
100 Jubilee	20s	150
150 Kohinoor	20s	147
150 Madhowjee	10s	138
250 Naranjee	10s	141
100 "	10s	129
100 Pabany	12s	135
100 "	10s	133
200 Petit Mill	10s	135
150 Sun	10s	135
200 Pionix	20s	153
100 Eipon	20s	152
300 Victoria	20s	152

in all about 1,900 Bales of No. 10s—900 Bales of No. 12s—275 Bales of No. 10s—and 1,500 Bales of No. 20s, in all about 4,275 Bales. Unsold Stock is estimated at about 10,000 Bales. Uncleared about 52,000 Bales.

SUNDAY ARTICLES.—In import goods a good business is reported in Halibore at \$25 (per picul), Bezar Stone at \$140 (per Caty), Apricots at \$15 (per picul), Borax at \$145 (per picul), Rosa Oil at \$80 and 90 (per picul), Kismiss (from Bombay) at \$18 (per picul).

Kismiss (from Calcutta) at \$28 (per picul), Mavej at \$10 (per picul), Boracal at \$130 (per picul), Gum Olibanum at \$14 (per picul), and Mauritius Sugar at \$8 (per picul). In export, purchases were made in Fire Crackers at \$10 and \$11 (per case), Zedary at \$10 (per picul), Galangal at \$5 (per picul), Cassia at \$17 (per picul), Turmeric at \$8 (per picul), and Dry Ginger at \$10 (per picul). The following are the closing quotations:

Imports	Price per picul.
Aloes	15 to 20
Almonds	30
Apricots	9 to 10
Anardana	14 to 20
EDulham	4 to 6
Bhesabole	7 to 11
Borax	14 to 15
Boracal	125
Bezar Stone (per caty)	140 to 180
Cloves	35 to 47
Fennel Seeds	8 to 9
Galbanul	24 to 25
Genda Horns (caty)	130 to 160
Grapes (Angoor)	320 to 270
Gum Olibanum	7 to 10
Kismiss	10 to 15
Halibore	12 to 15
Ivory	23 to 25
Myrabolans	270 to 720
Oleons (per basket)	3 to 4
Patanchuk	0 to 60
Quicksilver	30 to 80
Nevel (Raisins)	140
Rosa Oil	8 to 10
Rose Malces	70 to 90
Safflower	5 to 35
Saffron (per caty)	18 to 14
Sandalwood	14
Sonam Leaves	18 to 20
Sugar (Java)	250 to 300
" (Mauritius)	7 to 10
" "	7 to 9
" "	6 to 7

Exports	Price per picul.
Betelnuts	5
Beas oil	20
Beas (White)	6
Beas (Green)	6
China roots (cleaned)	10 to 11
China roots (uncleaned)	10 to 11
Cumpror	8 to 10
" Oil	20 to 30
Cardamom Seeds	20 to 37
Cassia	12 to 14
" Oil	12 to 14
Groundnuts (with shell)	10 to 11
" (without shell)	14 to 16
Ginger (dry)	10 to 11
Galangal	10 to 11
Garlic	5 to 6
Glus	5 to 7
Human Hair	250 to 400
Peppermint Crystals	1,700 to 1,750
" Oil	125 to 170
Star Aniseed	30
Tea Oil	330
Sugarcandy	25
Sugar (Refined)	14 to 11
Turmeric	9 to 11
Yerba Lina	1 to 2
Walnuts	15 to 17
Wax	27 to 28
Wood Oil	23 to 24
Fire Crackers	84 to 13
Zedary	10 to 10

Exchange (Closing Quotations).

On India T.T. Rs.	149
Demand Rs.	140
On London Sh.	2/2
Demand Sh.	2/0 to 2/1
Silver	28 1/2
Gold (100 fine)	352

APIOLINE
(CHAPOTEAUT)

LADIES' SAFE REMEDY.
For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.

[113-3]

JUNORA
WINE OF HEALTH.

is a delicate dry wine combined with the organic phosphates of lecithin-ovo and appetising herbs, which make JUNORA of exceptional value as a tonic. It enriches the blood and strengthens the nerves.

The "Lancet" says: "The presence of organic phosphates explains the claim made for this wine in regard to its value in nutrition."

HUMPHREY TAYLOR & CO.

PROPRIETORS.

GARNER, QUELCH & Co.,

SOLE AGENTS.

TELEPHONE 636.

[123]

VICHY
NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs
VICHY CELESTINS
in bottles and For Kidney and Kindred troubles, bladder half bottles trouble. — Gout. — Gravel. — Arthritis.
VICHY GRANDE-GRILLE For Liver trouble and Bileousness.
VICHY HOPITAL For Indigestion.
REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED
VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT Natural salt from the waters. In tins and bottles.
VICHY-ETAT TABLETS 2 or 3 after meals make digestion easy.
VICHY-ETAT COMPOUNDS to make your own digestive aerated water.

[634]

BOVRIL

For Health
and Beauty 108-2

The Drink for Men

—and women and children, bless them. Innocent without mawkishness, Montserrat Lime Juice is the pure product of the cultivated lime.



Supplied in two forms,

Unsweetened, i.e., Pure Lime Juice.
Sweetened, i.e., Lime Juice Cordial.

391-1

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HULL, LONDON AND SINGAPORE.

THE Steamship

"GLENLOCHY,"
Captain E. J. Shallders, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 24th inst., at 10 A.M. All Claims must be presented within FIFTEEN Days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN TOMES & Co., Agents.

Hongkong, 17th August, 1912. [1002]

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OFFICE.

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PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles contributed to the "HONGKONG DAILY PRESS" by "Sportman," reproduced in book form

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910

STOMALIX

Sole de Canton. Cures Dyspepsia and all per cent. of Diseases of the Stomach and Intestines, painful and otherwise.

Sole Agents: FRANCIS NEWBURY & SONS, Ltd., London, Eng.

THE NEW FRENCH REMEDY.
THERAPION NO. 1
CURES RHEUMATISM, GOUT, NEURALGIA, MIGRAINE, SCIATICA, LUMBAGO, BRUISES, SWELLINGS, BURNS, SCALDS, AND ALL AFFECTIONS OF THE SKIN.
THERAPION NO. 2
CURES BLOOD POISON, LEAD, MERCURY, SYPHILIS, AND ALL AFFECTIONS OF THE BLOOD.
THERAPION NO. 3
CURES CHRONIC NEURALGIA, DRAGS, LOST VIGOR, ACIDITY, INDIGESTION, AND ALL AFFECTIONS OF THE DIGESTIVE TRACT.
A CURE FOR YOU.
SEE THE NEW FRENCH REMEDY THERAPION IN ALL DRUGGISTS' SHOPS.
INSIST ON HAVING THERAPION.

[62]

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers.

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterers of International Reputation.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but \$120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$43 to London (return ticket \$74) and to San Francisco \$25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS.	Tons	Starting	1912
PERBIA	9,000	TUESDAY	27th Aug., at 1 P.M.
KOREA	18,000	TUESDAY	3rd Sept., at 1 P.M.
SIBERIA	18,000	TUESDAY	17th Sept., at 1 P.M.
CHINA	10,200	TUESDAY	24th Sept., at 1 P.M.
MANCHURIA	27,000	TUESDAY	1st Oct., at 1 P.M.
NILE	11,000	TUESDAY	15th Oct., at 1 P.M.
MONGOLIA	27,000	WEDNESDAY	23rd Oct., at 1 P.M.
PERBIA	9,000	TUESDAY	12th Nov., at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

5th FLOOR BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

32

REGULAR SERVICE FROM HONGKONG TO

VICTORIA, VANCOUVER,

B.C., SEATTLE &

TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

STEAMERS	SAILING
"ONTARIO"	On 17th Sept.
"STAMER"	On 18th Oct.
"LORD CURZON"	On 20th Nov.
"LORD DERBY"	On 17th Dec.

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Points.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS

TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... On 10th Sept.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS

FROM HONGKONG: FROM COLOMBO:

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
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CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

[42-43-44]

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 21st August, 1912.

8 a.m. "HEUNGSHAN" 3 a.m. "HONAM."
10 p.m. "FATSHAN" 5 p.m. "KINSHAN."

THURSDAY, 22nd August, 1912.

8 a.m. "HONAM" 8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN" 5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 25th August.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.

Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOLSAUNG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE

INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior

Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

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AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUER and PORT SAID.
S.S. "AFRICA," 8,800 tons, will leave as above on 19th September.
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN

S.S. "AFRICA," 8,800 tons, will leave as above on 4th September.

Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £3 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.

No surtax, no tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, PIUM and VENICE,
VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUER and PORT SAID.

S.S. "VOEWAERTS," 12,900 tons, will leave as above on 1st September.

TO YOKOHAMA, KOBE VIA SHANGHAI.

S.S. "AUSTRIA," 14,300 tons, will leave as above on 23rd August.

Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents.

Hongkong, 2nd August, 1912.

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SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS Tons DATE OF SAILING

SHANGHAI, YOKOHAMA, "NIPPON" ... 7,300 ... About 21st Aug.

KOBE and MOJI ... "JAPAN" ... 9,000 ... About 15th Sept.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & Co.,

YORK BUILDINGS, TOP FLOOR.

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SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. "TENYO MARU" ... 21,000 tons.

S.S. "CHIYO MARU" ... 21,000 tons.

S.S. "SHINYO MARU" ... 21,000 tons.

AND

S.S. "NIPPON MARU" ... 11,000 tons (INTERMEDIATE).

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and

HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dance and

free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND

RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western

Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver

WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourists' Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundred of miles through the gorgeous scenery of the

Sieras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and

other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for

Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS...	JAVA	Second half of August.	JAPAN	Second half of August.
TJILATJAP.	JAVA	Second half of August.	SHANGHAI	Second half of August.
TJILIWONG	JAVA	Second half of August.	JAPAN	First half of September.
TJIMAH	JAVA	First half of September.	SHANGHAI	First half of September.
TJITAROEM	JAPAN	First half of September.	JAVA	First half of September.
TJIMANOEK	JAVA	First half of September.	JAPAN	Second half of September.
TJIKINI	JAVA	Second half of September.	JAPAN	Second half of September.
TJIPANAS...	JAVA	Second half of September.	JAPAN	Second half of September.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 19th August, 1912.

Telephone No. 375.

BRITISH INDIA S. N. CO., LTD.
A P C A R LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JAPAN," 3,805 tons, Captain Archdeacon, will be despatched for KOBE

and MOJI on 27th Aug.

S.S. "GREGORY APCAR," 2,951 tons, Capt. J. E. Drake, will be despatched

for SHANGHAI, KOBE and MOJI (YOKOHAMA if sufficient inducement offers)

on 7th Sept.

WESTWARD.

S.S. "DILWARA," 3,460 tons, Capt. W. J. Bishop, will be despatched for

SINGAPORE, PENANG and CALCUTTA on 21st August, at 1 p.m.

S.S. "ARABATON APCAR," 2,951 tons, Capt. R. F. Thomson, will be despatched

for SINGAPORE, PENANG and CALCUTTA on 28th August.

S.S. "JELUNG," 3,361 tons, Capt. Macfadyen, will be despatched

as above on 10th September.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted

with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 20th August, 1911.

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PHILIPPINES S.S. CO.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

ZAFIRO ... 4000 M. C. Smith ... Manila, Mangarin, On 22nd Aug., 4 p.m.

RUBI ... 4000 S. A. Cresby ... Manila, Mangarin, On 29th Aug., 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 31st August, 1912. PHILIPPINES S.S. Co. [13]

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL

LINE.

FOR STEAMERS TONS TO SAIL.

NAPLES, GENOA, ALGIERS, "LUETZOW," 17,300 { Wednesday, 21st

GIBRALTAR, SOUTHAMPTON, Capt. J. DORFELD, Aug., at Noon.

ANTWERP and HAMBURG ...

SHANGHAI, TSINGTAU, KOBE "PRINZ LUDWIG," 18,300 { A bout Wed'lay,

and YOKOHAMA ... Capt. F. VON BINZER, 21st Aug.

MANILA, YAP, MARONN, SAMA- "PRINZ SIGISMUND," 6,000 { Saturday, 7th

RAI, NEWGUINEA, BRISBANE, Capt. D. LENZ, Sept., at 9 a.m.

SYDNEY and MELBOURNE ...

KUDAT and SANDAKAN ... "BORNEO" 5,000 { Middle of

All the Steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

Hongkong, 20th August 1912. GENERAL AGENTS HONGKONG AND CHINA.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, & C.

Head Office for the Far East—16, DES VUEX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

SHIPPING

ARRIVALS

BARON CANNON, British str., 2,764, J. G. Fullerton, 19th August—Yokohama
12th August, General—Gilmán & Co.
CARR, Diederichsen, German str., 774, Ch. Jurgensen, 20th August—Hohow 18th August, General—Jensen & Co.
CAYTON, British str., 2,037, A. S. A. Baker, 20th August—London 9th July, General—P. & O. S. N. Co.
JIMMIE, British str., 1,100, Frank Mooney, 20th August—Tientsin 13th August, General—Jardine, Matheson & Co.
GROUNING, German str., 1,021, J. Bruhn, 20th August—Hongkong 18th August, Coal—Butterfield & Swire
HAIFUKU MARU, Japanese str., 1,903, Matshima, 20th August—Moji 14th August, Coal—Mitsui Bussan Kaisha
HAIMUN, British str., 615, Evans, 20th August—Swatow 19th August, General—Douglas, Lapraik & Co.
HONGKONG, French str., 730, A. Cornelissen, 20th August—Haiphong 17th August, General—A. R. Marty
LITZOW, German str., 5,116, J. Bortfeldt, 20th August—Yokohama 10th August, General—Melchers & Co.
MUTTRA, British str., 4,644, H. Carey, 19th August—Rangoon and Straits 4th August, General—Jardine, Matheson & Co.
NICHAN, British str., 1,700, 20th August—Batavia 14th August, Sugar—Jardine, Matheson & Co.
TAMBOUR, Dutch str., 2,903, K. H. Kross, 20th August—Manassat 10th August, Sugar—Java-China-Japan Lin.
WINGANG, British str., 1,312, Lishman, 20th August—Manila 17th August, General—Jardine, Matheson & Co.

CLEARANCES

AT THE HARBOR MASTER'S OFFICE.
August 20th.
LEZOUZ, British str., for Straits.
LITZOW, German str., for Europe.
MUTTRA, British str., for Pakhoi.
NICHAN, British str., for Yokohama.
P. STONMUND, German str., for Sydney.
SUGAR MARU, Japanese str., for Swatow.

DEPARTURES

August 20th.
BOMBEIA, British str., for Singapore.
GLENLOGAN, British str., for Yokohama.
HAINAN, British str., for Swatow.
HASO, French str., for Haiphong.
KOSTROMA, Russian str., for Nagasaki.
KWONGSANG, British str., for Canton.
LOCHIN, German str., for Bangkok.
MACHONG, British str., for Yokohama.
SINGAN, British str., for Haiphong.
TAN, British str., for Manila.
TENYO MARU, Japanese str., for Shanghai.
ULV, Norwegian str., for Shanghai.

PASSENGERS

ARRIVED
Per *Hainan*, from Manila, Messrs. Piers and Martin, Albert Lewis and James Wright.
Per *Litow*, for Hongkong, from Yokohama, Mr. J. McDonald; from Nagasaki, Mr. Caplan, Miss Carmen Foster; from Shanghai, Miss Bryan Moore, Mr. R. L. Hannah, Mr. Chester and son, Mr. H. Schmidt, Mr. and Mrs. A. Nilsen, Mr. S. Alton, Mr. R. H. Hill and Mr. S. C. Mas.
VESSELS EXPECTED.
THE AMERICAN MAIL.
The P.M. str. *Korea*, carrying the American mail, was to leave Yokohama for this port via Kobe, Nagasaki and Manila on the 13th August, between 10 a.m. and noon.
The P.M. str. *Siberia* left San Francisco for Hongkong via Honolulu, the Japan ports and Shanghai on the 10th August.
THE AUSTRALIAN MAIL.
The E. & A. str. *Empire* left Port Darwin on the 17th August, for this port (via Timor and Manila).
THE FRENCH MAIL.
The M.M. str. *Caledonien*, which was scheduled to arrive here on Monday, did not leave Saigon until 7.30 a.m. on Monday, and will consequently arrive in Hongkong on the 22nd August, at daylight, and will probably sail for Shanghai same day.
THE GERMAN MAIL.
The L.G.M. str. *Prinz Ludwig*, carrying the German mails with dates from Berlin of the 24th July, left Singapore on the 18th August, at 8 a.m., and may be expected here on or about the 22nd August, at 8 a.m.
THE CANADIAN MAIL.
The C.P.R. Co.'s R. M. S. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on Wednesday, the 14th August, at a.m.
THE INDIAN MAIL.
The str. *Japan*, from Calcutta, left Singapore on the 18th August, and may be expected here on or about 23rd August, p.m.
MERCHANT STEAMERS.
The H.A.L. str. *Pine* left Singapore on the 16th August, p.m., and may be expected here on or about the 22nd August, a.m.
The Barber Line str. *Saint Patrick* left New York on the 30th July, for Hongkong and Far East via the Straits.
The str. *Glenlogan* passed the Suez Canal on the 9th August for Hongkong via Straits.

VESSELS EXPECTED.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Namsang, from Calcutta, is due in Straits and Hongkong 25th August.
Yatsing, from Calcutta, is due in Straits and Hongkong 1st September.
SHIRE LINE.
Den of Glams, from London, is due in Hongkong 2nd September.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point			
DESTINATION.	SHIP'S NAME.	FLAG & NO.	SECT.	CAPTAIN.	COMPANIES APPLY TO	TO BE DISPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	CANDIA	Brit. str.	1	K. E. Skone	P. & O. S. N. Co.	On 23rd inst., at Daylight
LONDON & ANTWERP	CARMARTHENS	Brit. str.	1	J. B. Skone	JARDINE, MATHESON & CO., LD.	About 24th inst.
LONDON, VIA USUAL PORTS OF CALL	ASSAYE	Ger. str.	1	G. W. Cookman, R.N.B.	P. & O. S. N. Co.	On 31st inst., at Noon
HAYRE & ROTTERDAM & HAMBURG, &c.	GOLDENWIND	Ger. str.	1	Diederichsen	HAMBURG-AMERICA LINE	On 1st Sept.
HAYRE, BREMEN & HAMBURG, &c.	BRISGAVIA	Ger. str.	1	Rassau	HAMBURG-AMERICA LINE	On 5th September.
HAYRE & HAMBURG, &c.	SUEVIA	Ger. str.	1	Frederichs	HAMBURG-AMERICA LINE	On 12th September.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	O. J. D. ARLERS	Ger. str.	1	A. E. Moese	HAMBURG-AMERICA LINE	On 15th Oct.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	1	Balle	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	PERUSSEN	Ger. str.	1	S. Tominega	HAMBURG-AMERICA LINE	On 16th Sept.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	INABA MARU	Jap. str.	1		NIPPON YUSEN KAISHA	On 27th inst., at 4 p.m.
VICTORIA, B.C. & TACOMA VIA KEELUNG & JAPAN	CHICAGO MARU	Jap. str.	1		OSAKA SHOSHUN KAISHA	On 27th Sept., at 1 p.m.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	CANADA MARU	Jap. str.	1		OSAKA SHOSHUN KAISHA	On 17th Sept., at 1 p.m.
VICTORIA, VANCOUVER, B.C., SEATTLE & TACOMA, &c.	OSTERICH	Brit. str.	1		THE BANK LINE LTD.	On 17th Sept.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON	LUETZOW	Ger. str.	1	J. Bortfeldt	MELCHERS & CO.	On 1st Sept.
NAPLES & ANTWERP	GREENLOGAN	Brit. str.	1	J. McGregor	SHEWAN, TOMES & CO.	On 1st Sept.
TRIESTE, FIORE, VENICE VIA SINGAPORE, &c.	VORWARTS	Ans. str.	1		SANDER, WHILBE & CO.	On 19th Sept.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	ATHOLL	Brit. str.	1		DODWELL & CO., LTD.	About 23rd inst.
NEW YORK	INVERCLYDE	Ans. str.	1	W. Fasse	SHEWAN, TOMES & CO.	About 10th September.
NEW YORK, VIA SUEZ CANAL	AMERICA	Ger. str.	1		HAMBURG-AMERICA LINE	On 31st inst.
BOSTON & NEW YORK	DACEE CASTLE	Brit. str.	1		DODWELL & CO., LTD.	About 19th Sept.
BOSTON & NEW YORK	EMPEROR OF INDIA	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 24th inst., at 6 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGLE	Ans. str.	2 m.	W. Davison	CANADIAN PACIFIC R. CO.	On 27th inst., at 1 p.m.
SAN FRANCISCO VIA AMOY, SHANGHAI & JAPAN, &c.	SEIKO MARU	Jap. str.	1	H. S. Smith	TOYO KISEN KAISHA	On 10th Sept., at Noon
SAN FRANCISCO VIA KEELUNG & JAPAN, &c.	KOREA	Ans. str.	1		PACIFIC MAIL S.S. CO.	On 3rd Oct., at 1 p.m.
SAN FRANCISCO VIA KEELUNG & JAPAN, &c.	ALDENHAM	Brit. str.	1		GIBB, LIVINGSTON & CO.	On 23rd inst., at Noon
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	On 23rd inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	1	M. Tegg	NIPPON YUSEN KAISHA	On 30th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	1	D. Long	MELCHERS & CO.	On 7th Sept., at 9 a.m.
CAPEPOINTS VIA MAURITIUS	DUNERIC	Brit. str.	1	Tallock	THE BANK LINE LIMITED	On 10th Sept.
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	BUYO MARU	Jap. str.	1	H. Carey	TOYO KISEN KAISHA	On 4th Oct., at Noon
YOKOHAMA & KOBE	MUTTRA	Ans. str.	1	JARDINE, MATHESON & CO., LD.	SANDER, WHILBE & CO.	To-day, at Noon
YOKOHAMA & KOBE VIA SHANGHAI	AFRICA	Brit. str.	1	L. Y. Archdeacon	DAVID SASSON & CO., LTD.	About 23rd inst.
YOKOHAMA & KOBE VIA SHANGHAI	AFRICA	Brit. str.	1	T. Yamawaki	DAVID SASSON & CO., LTD.	On 27th inst.
YOKOHAMA & KOBE VIA SHANGHAI	KUMANO MARU	Jap. str.	1	M. Winckler	NIPPON YUSEN KAISHA	On 28th inst., at Noon
YOKOHAMA & KOBE VIA SHANGHAI	TJUBODAS	Dut. str.	1		NIPPON YUSEN KAISHA	On 28th inst., at Noon
YOKOHAMA & KOBE VIA SHANGHAI	CHUPHONG	Brit. str.	1	E. Mooney	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA & KOBE VIA SHANGHAI	HUICHOW	Brit. str.	1 m.	G. Hooker	JARDINE, MATHESON & CO., LD.	On 25th inst., at D'light
YOKOHAMA & KOBE VIA SHANGHAI	WINGANG	Brit. str.	1	T. H. Lishman	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon
YOKOHAMA & KOBE VIA SHANGHAI	NIPPON	Swed. str.	1		ARTHUR NISLSON & CO.	On 24th inst., at Noon
YOKOHAMA & KOBE VIA SHANGHAI	FRINZ LUDWIG	Ger. str.	1	A. E. A. Baker	P. & O. S. N. Co.	About 21st inst.
YOKOHAMA & KOBE VIA SHANGHAI	CHENAN	Brit. str.	1 m.	F. von Binzer	P. & O. S. N. Co.	To-day, at Noon
YOKOHAMA & KOBE VIA SHANGHAI	PIRA	Brit. str.	1	J. E. Drake	MELCHERS & CO.	About 21st inst.
YOKOHAMA & KOBE VIA SHANGHAI	LIANAN	Brit. str.	1 m.	L. Jones	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
YOKOHAMA & KOBE VIA SHANGHAI	KWONGSANG	Brit. str.	1	Sach	HAMBURG-AMERICA LINE	On 23rd inst.
YOKOHAMA & KOBE VIA SHANGHAI	YOMI MARU	Jap. str.	1	C. F. Williams	BUTTERFIELD & SWIRE	On 24th inst., at M'night
YOKOHAMA & KOBE VIA SHANGHAI	WAKARA MARU	Jap. str.	1	W. C. Richard	JARDINE, MATHESON & CO., LD.	On 25th inst., at D'light
YOKOHAMA & KOBE VIA SHANGHAI	NAMBARO	Brit. str.	1 m.	Kawashima	NIPPON YUSEN KAISHA	On 26th inst.
YOKOHAMA & KOBE VIA SHANGHAI	CHINHOA	Brit. str.	1 m.	N. Nielsen	NIPPON YUSEN KAISHA	On 26th inst.
YOKOHAMA & KOBE VIA SHANGHAI	INDIA	Brit. str.	1 m.	G. M. B. Lake	JARDINE, MATHESON & CO., LD.	On 25th inst., at Noon
YOKOHAMA & KOBE VIA SHANGHAI	ANBU	Brit. str.	1 m.	Benson	BUTTERFIELD & SWIRE	On 29th inst., at 4 p.m.
YOKOHAMA & KOBE VIA SHANGHAI	AFRICA	Ans. str.	1 m.	G. W. Gordon R.N.B.	P. & O. S. N. Co.	About 29th inst.
YOKOHAMA & KOBE VIA SHANGHAI	DEN OF GLAMIS	Brit. str.	1 m.	H. W. A. Clark, R.N.B.	P. & O. S. N. Co.	About 30th inst.
YOKOHAMA & KOBE VIA SHANGHAI	GABRIEL APCAR	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	On 31st inst., at M'night
YOKOHAMA & KOBE VIA SHANGHAI	JAPAN	Swed. str.	1 m.		SANDER, WHILBE & CO.	On 4th Sept.
YOKOHAMA & KOBE VIA SHANGHAI	TULATAP	Dut. str.	1 m.	J. E. Drake	JARDINE, MATHESON & CO., LD.	About 5th Sept.
YOKOHAMA & KOBE VIA SHANGHAI	HANGROW	Brit. str.	1 m.		DAVID SASSON & CO., LTD.	On 7th Sept.
YOKOHAMA & KOBE VIA SHANGHAI	BOSHO MARU	Jap. str.	1 m.		ARTHUR NISLSON & CO.	About 15th Sept.
YOKOHAMA & KOBE VIA SHANGHAI	HAIRAN	Brit. str.	1 m.		JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA & KOBE VIA SHANGHAI	HAIRING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 23rd inst., at 4 p.m.
YOKOHAMA & KOBE VIA SHANGHAI	HAIRAN	Brit. str.	1 m.		OSAKA SHOSHUN KAISHA	To-day, at 10 a.m.
YOKOHAMA & KOBE VIA SHANGHAI	HAIRING	Brit. str.	1 m.	J. W. Evans	DOUGLAS LAFRAIK & CO.	To-day, at 11 a.m.
YOKOHAMA & KOBE VIA SHANGHAI	HAIRAN	Brit. str.	1 m.	W. C. Farnmore	DOUGLAS LAFRAIK & CO.	On 23rd inst., at 11
YOKOHAMA & KOBE VIA SHANGHAI	HAIRING	Brit. str.	1 m.	J. S. Booth	DOUGLAS LAFRAIK & CO.	On 24th inst., at 11
YOKOHAMA & KOBE VIA SHANGHAI	HAIRAN	Brit. str.	1 m.	M. C. Smith	SHEWAN, TOMES & CO.	To-morrow, at 2 p.m.
YOKOHAMA & KOBE VIA SHANGHAI	HAIRING	Brit. str.	1 m.	Leask	JARDINE, MATHESON & CO., LD.	On 24th inst., at 4 p.m.
YOKOHAMA & KOBE VIA SHANGHAI	HAIRAN	Brit. str.	1 m.	Shird	BUTTERFIELD & SWIRE	On 27th inst., at 4 p.m.
YOKOHAMA & KOBE VIA SHANGHAI	HAIRING	Brit. str.	1 m.	S. A. Crosby	BUTTERFIELD & SWIRE	On 29th inst., at 4 p.m.
YOKOHAMA & KOBE VIA SHANGHAI	HAIRAN	Brit. str.	1 m.	P. H. Rolfe	JARDINE, MATHESON & CO., LD.	On 31st inst., at 2 p.m.
YOKOHAMA & KOBE VIA SHANGHAI	HAIRING	Brit. str.	1 m.		JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA & KOBE VIA SHANGHAI	HAIRAN	Brit. str.	1 m.	Noguchi	NIPPON YUSEN KAISHA	On 2nd Sept.
YOKOHAMA & KOBE VIA SHANGHAI	HAIRING	Brit. str.	1 m.	W. J. Bishop	DAVID SASSON & CO., LD.	To-day, at 1 p.m.
YOKOHAMA & KOBE VIA SHANGHAI	HAIRAN	Brit. str.	1 m.	C. J. Mattock	JARDINE, MATHESON & CO., LD.	On 24th inst., at Noon
YOKOHAMA & KOBE VIA SHANGHAI	HAIRING	Brit. str.	1 m.	T. Sato	NIPPON YUSEN KAISHA	On 24th inst.
YOKOHAMA & KOBE VIA SHANGHAI	HAIRAN	Brit. str.	1 m.	W. W. Tucker	JARDINE, MATHESON & CO., LD.	On 28th inst., at 4 p.m.
YOKOHAMA & KOBE VIA SHANGHAI	HAIRING	Brit. str.	1 m.	F. Thomas	DAVID SASSON & CO., LD.	On 28th inst.
YOKOHAMA & KOBE VIA SHANGHAI	HAIRAN	Brit. str.	1 m.	T. A. Mitchell	JARDINE, MATHESON & CO., LD.	On 30th inst., at Noon
YOKOHAMA & KOBE VIA SHANGHAI	HAIRING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 26th inst., at Noon
YOKOHAMA & KOBE VIA SHANGHAI	HAIRAN	Brit. str.	1 m.	F. Sembill	MELCHERS & CO.	Middle of Sept.
YOKOHAMA & KOBE VIA SHANGHAI	HAIRING	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	To-morrow, at 8 a.m.
YOKOHAMA & KOBE VIA SHANGHAI	HAIRAN	Brit. str.	1 m.	F. Jamieson	BUTTERFIELD & SWIRE	To-day, at 8 a.m.
YOKOHAMA & KOBE VIA SHANGHAI	HAIRING	Brit. str.	1 m.	E. de Catalano	MESSAGERIES MARITIMES	On 28th inst., at 9

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, HANKOW, MOJI, CEYLON Kobe & Yokohama	Capt. A. E. A. Baker	Noon, 21st Aug.	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, WANG, COLOMBO, PORT SAID and MARSEILLES	Capt. R. E. Shone	D'light 23rd Aug.	Freight only.
SHANGHAI	INDIA Capt. G. W. Gordon, R.N.R.	About 29th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALMA and YOKOHAMA	Capt. H. W. A. Clark, R.N.R.	About 30th Aug.	Freight only.
LONDON via USUAL PORTS of Call	ASSAYE Capt. G. W. Cockman, R.N.R.	Noon, 31st Aug.	See Special Advertisement.

Hongkong, 21st August, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"SINGAN"	On 21st Aug. 8 A.M.
MOHAW & HAIPHONG	"SUNGKIANG"	On 22nd Aug. 8 A.M.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 22nd Aug. Noon.
SHANGHAI	"CHENAN"	On 22nd Aug. 4 P.M.
NINGPO & SHANGHAI	"HANGCHOW"	On 23rd Aug. 4 P.M.
SHANGHAI	"LINAN"	On 24th Aug. 4 P.M.
SAMARANG & SOERABAYA	"TIENTSIN"	On 25th Aug. 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 27th Aug. 4 P.M.
SHANGHAI	"CHINHUA"	On 29th Aug. 4 P.M.
SHANGHAI	"ANHUI"	On 31st Aug. 4 P.M.

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIBENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

MANILA LINE—TWIN SCREW STEAMERS "TIAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINEUA" and "LIAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

BUTTERFIELD & SWIRE.

For Freight or Passage apply to—

Hongkong, 21st August, 1912. TELEPHONE 36. AGENTS. 13.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING" ...	Capt. W. O. Pasmore	FRIDAY, 23rd Aug. at 11 A.M.
"HAITAN" ...	Capt. J. E. Rosch	TUESDAY, 27th Aug. at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN" ...	Capt. J. W. Evans	WEDNESDAY, 21st Aug. at 11 A.M.
		SUNDAY, 25th Aug. at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the month of August—Return Tickets available for three months will be issued at a Reduction of 50 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—

DOUGLAS, LAPPAIK & Co.,

GENERAL MANAGERS.

Hongkong, 20th August, 1912.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ALDENHAM ...	On 23rd Aug.	On 23rd Aug. Noon.
EMPIRE ...	On 23rd Aug.	On 14th Sept. Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,

AGENTS.

HAMBURG-AMERIKA LINIE.

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

MAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, KOBE & YOKOHAMA:	For HAVRE & HAMBURG:
S.S. PISA ... 23rd August.	S.S. GOLDENFELS ... 1st Sept.
S.S. O. J. D. AHLERS ... 28th August.	For HAVRE, ROTTERDAM & HAMBURG:
S.S. C. FERD. LABISZ ... 13th Sept.	S.S. BRISGAVIA ... 5th Sept.
S.S. ARCADIA ... 24th Sept.	For HAVRE, BREMEN & HAMBURG:
S.S. SCANDIA ... 10th Oct.	S.S. SUEVIA ... 12th Sept.
	For MARSEILLES, HAVRE, HAMBURG & ANTWERP:
	S.S. PREU-BEN ... 16th Sept.
	For HAVRE & HAMBURG:
	S.S. O. J. D. AHLERS ... 5th Oct.
	For BOSTON & NEW YORK:
	S.S. AMERICA ... 31st Aug.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 19th August, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU ...	H. S. Smith	TUESDAY, 10th Sept., NOON.
CHIYO MARU ...	W. W. Greene	TUESDAY, 8th Oct., at Noon.
NIPPON MARU ...	A. G. Steffen	TUESDAY, 29th Oct., at Noon.
TENYO MARU ...	E. Bent	TUESDAY, 5th Nov., at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on TUESDAY, the 10th September, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUITUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU ...	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU ...	11,000	TUESDAY, 3rd Dec., at Noon.
KIYO MARU ...	17,500	SATURDAY, 1st Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, and YOKOHAMA	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 3rd Oct., at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 31st Oct., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 17th Sept., at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 15th Oct., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—

From Manila ...	G. \$130.00
From Hongkong, Shanghai and Keelung ...	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama ...	G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ...	G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 21st Aug. at 10 A.M.

N.B.—The Co.'s Coast-Line and Formosa Line of Steamers, will arrive and depart from Soon Yip Co's wharf (near the Harbour Office, Praya Central). For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,

MANAGER.

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

WIRELESS TELEGRAPHY.

TONKIN

FAST LINE.

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catala.

(1st AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 28th Aug., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. A. F. Moses	16,000	WEDNESDAY, 28th Aug., at Daylight.
	KAGA MARU Capt. G. Tabusa	12,000	WEDNESDAY, 11th Sept., at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Tomioka	12,500	TUESDAY, 27th Aug., at 4 P.M.
	SHIDZUOKA MARU Capt. —	12,500	TUESDAY, 10th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. N. Yagi	9,600	FRIDAY, 30th Aug., at Noon.
	KUMANO MARU Capt. M. Winkler	9,600	FRIDAY, 27th Sept., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	BOMBAY MARU Capt. N. Yagi	5,000	MONDAY, 2nd Sept.
KOBE and YOKOHAMA	HITACHI MARU Capt. T. Yamawaki	13,000	WEDNESDAY, 28th Aug., at 5 P.M.
SHANGHAI, MOJI and KOBE	WAKASA MARU Capt. N. Nielsen	12,500	WEDNESDAY, 28th Aug.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler	9,600	WEDNESDAY, 28th Aug., at Noon.
SHANGHAI and KOBE	TOTOMI MARU Capt. Kawashima	5,000	MONDAY, 26th Aug.

§ Fitted with New System of Wireless Telegraphy.

1 Cargo only

NEW LINE OF STEAMERS

Kobe & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"TOSA MARU,"	6,000 tons, Capt. T. Sato,	Saturday, 24th Aug.
"JINSEN MARU,"	4,000 tons, Capt. M. Ishida,	Saturday, 7th Sept.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class	\$135	\$122	\$108	\$95
2nd "	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

112-13-656

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS.

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	Noon, SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	August 31	MEDINA	12500	Sept. 28	Oct. 4
INDIA	8000	September 14	MALWA	11000	Oct. 12	Oct. 18
DEVANHA ..	8000	September 28	MOOLTAN	10000	Oct. 26	Nov. 1
CHINA	8000	October 12	MACEDONIA	10500	Nov. 9	Nov. 15
DELTA	8000	October 26	MOREA	11000	Nov. 23	Nov. 29
INDIA	8000	November 9	MARMORA	10500	Dec. 7	Dec. 13
ASSAYE	7500	November 23	MOLDAVIA	10500	Dec. 21	Dec. 27

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £110 SINGLE £106.14 RETURN.

2nd " 24.8 27.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

1 PROPOSED SAILINGS:

		HONGKONG		LONDON	
Tonnage		about		about	
NUBIA	6000	September	4	October	19
SARDINIA	7000	September	18	November	2
NAMUR	6700	October	16	December	3
NANKIN	7000	October	30	December	15
NYANZA	6700	November	13	December	29

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSHALLS.

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.0 SINGLE £52.10 RETURN.

2nd " 23.10 25.4

For further Particulars, apply to—

H. W. D. SHALLARD,

Acting Superintendent.

